

2.14 4(f) Resources Considered in the Project Area

INTRODUCTION

Section 4(f) of the Department of Transportation Act of 1966, codified in Federal law at 49 USC §303, declares that “[i]t is the policy of the United States Government that special effort should be made to preserve the natural beauty of the countryside and public park and recreation lands, wildlife and waterfowl refuges, and historic sites.”

Section 4(f) specifies that “[t]he Secretary [of Transportation] may approve a transportation program or project . . . requiring the use of publicly owned land of a public park, recreation area, or wildlife and waterfowl refuge of national, State, or local significance, or land of an historic site of national, State, or local significance (as determined by the Federal, State, or local officials having jurisdiction over the park area, refuge, or site) only if:

- there is no prudent and feasible alternative to using that land; and
- the program or project includes all possible planning to minimize harm to the park, recreation area, wildlife and waterfowl refuge, or historic site resulting from the use.

Section 4(f) further requires consultation with the Department of the Interior and, as applicable, the involved offices of the Departments of Agriculture (USDA) and Housing and Urban Development (HUD) in developing transportation projects and programs which use lands protected by Section 4(f). These conditions do not apply to the proposed project. Consultation with USDA and HUD will therefore not be pursued.

4(F) RESOURCES IN THE PROJECT AREA

Significant Public Parks or Recreation Areas

Fairfield Linear Park

The Fairfield Linear Park is located in the project area, but is not eligible as a 4(f) resource because it is considered to be a transportation corridor and is maintained by the City of Fairfield Public Works Department. (See letter from the City of Fairfield in Appendix I)

Historic Sites

Seven architectural resources within the APE underwent formal evaluation and one resource (The Ferrari Ranch/Redtop Stables) had been previously determined not to be eligible for the National Register. SHPO reviewed the eligibility determinations for the seven architectural resources within the APE, and in a letter dated March 29th, 2006 concurred with the not eligible findings for six of the properties. The SHPO disagreed with the initial eligibility finding for the Mangels Sheep Barn and as a result all seven properties have been determined not to be eligible for the National Register.

OTHER 4(F) RESOURCES NEAR PROJECT AREA

The Bay Area Ridge Trail (Ridge Trail) is a planned trail system that will ultimately encircle the San Francisco Bay along the ridge tops, and will be open to pedestrians, mountain bicycles, and outdoor enthusiasts. So far, approximately 300 miles of the trail have been completed. In the vicinity of the North Connector Project, there is a proposed

trail corridor. This trail corridor is proposed to extend from Rockville Hills Park (north of I-80) south across I-80 to eventually connect with a completed section of trail in the Sulphur Springs Mountain area near Vallejo, California. Through the North Connector Project area, no specific trail alignment has been identified. However the proposed trail alignment is located in the vicinity of the North Connector – West End. To complete the section of the Ridge Trail through the project area, the trail will need to cross several existing major transportation corridors including I-80 and possibly State Route 12 West. Construction of the North Connector project is not anticipated to result in an adverse effect on the ability to complete the Ridge Trail through this area, and may help facilitate its implementation between Rockville Park and State Route 12 West by creating a signalized intersection at State Route 12 West and the North Connector that could be used by trail users to safely cross State Route 12. To ensure this, the Solano Transportation Authority will continue to coordinate with the Bay Area Ridge Trail Council during the final design of the West End of the North Connector to incorporate the Ridge Trail to the extent feasible.

CONCLUSION

Based upon the above considerations, there is no feasible and prudent alternative to the use of land associated with the Mangels Sheep Barn and the proposed action includes all possible planning to minimize harm to the Fairfield Linear Park resulting from such use.